

# CHAPTER 1246

## Design Standards

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### CROSS REFERENCES

Approval of plats; street system - see M.C.L.A. Sec. 125.43

Regulations governing subdivision of land; bond to secure improvement; publication of regulations - see M.C.L.A. Sec. 125.44

Approval or disapproval of plats; procedure; effect – see M.C.L.A. Sec. 125.45

Certification of city plats - see M.C.L.A. Secs. 125.51 et seq.

### **1246.01 STREETS, CROSSWALKS AND PEDESTRIAN WALKWAYS.**

The standards set forth in this section shall be considered the minimum standards for streets, roads, crosswalks and pedestrian walkways.

#### **(a) Location and Arrangement.**

- (1) Generally. The subdivision of land for the dedication of land for streets, highways and alleys shall conform to the Major Street Plan as adopted by the Planning Commission.
- (2) Local or minor streets. Local or minor streets shall be so arranged as to discourage their use by through traffic. Nevertheless, dead-end streets are prohibited, except those designed as cul-de-sacs and those required for future access to adjacent, unplatted properties. Temporary turnaround arrangements for stubbed dead-end streets to unplatted properties may be required.
- (3) Continuations and extensions. The arrangement of streets shall provide for continuation of existing streets from adjoining areas into the new subdivision, unless otherwise approved. Streets shall be arranged with respect to topography so as to result in usable lots, safe streets and reasonable gradients.
- (4) Alleys. Alleys shall not be permitted in plats in areas intended for single or two-family residential development. Alleys may be provided in commercial subdivisions. Dead-end alleys shall be prohibited.
- (5) Marginal access streets. Where a subdivision abuts or contains an arterial street, the City may require a marginal access street approximately parallel to the arterial street or such other treatment as it deems necessary for adequate protection for residential properties and local access, and to afford separation of through and local traffic.
- (6) Cul-de-sacs. Cul-de-sac streets shall not extend more than 700 feet from the centerline of the nearest intersecting street. Special consideration shall be given to longer cul-de-sacs under unfavorable topographical conditions or other unusual circumstances. Cul-de-sac streets shall terminate with an adequate turnaround with a minimum right-of-way diameter of 120 feet.

- (7) Half streets. Half streets shall be prohibited, except where unusual circumstances make it essential to the reasonable development of a tract in conformity with these Subdivision Regulations and where satisfactory assurance for dedication of the remaining part of the street is provided. Whenever a tract to be subdivided borders on an existing half street or partial street, the other part of the street shall be dedicated within the plat.
  - (8) Curvilinear pattern. In an attempt to provide a more pleasing appearance and an attractive vista, and to discourage excessive vehicular speeds, residential streets should be curvilinear.
  - (9) Conformity to City Plan. All proposed plats shall be in general conformity with the City's street plan and the City Plan.
- (b) Specifications.
- (1) Right-of-way widths.
    - (A) Right-of-way widths shall conform to the adopted major street plan and shall not be less than the following:
 

Arterial streets	86 feet to 120 feet
Collector streets	66 feet to 86 feet
Local streets	66 feet
Cul-de-sac streets	66 feet and 120 feet diameter
Alleys	33 feet
Pedestrian crosswalks	10 feet
    - (B) If a subdivision abuts or contains an existing right of way of inadequate width, the City may require that the proprietor dedicate an additional right of way for the widening of the right of way.
    - (C) The City may require a right-of-way width greater than that provided for in this paragraph to ensure public safety with regard to subdivision access, traffic circulation and parking in the subdivision.
    - (D) Whenever a subdivision abuts or contains a railroad right of way, a parallel street bordering on or parallel to the railroad right of way shall be provided to serve as an interceptor street for minor streets as determined by the City. Between the street and the railroad there shall be a strip of land, of a width not less than the depth of one lot, which strip of land may be used in residential districts as a park, but may be used for business or industrial purposes in appropriate districts.
  - (2) Gradients. Local streets shall have minimum and maximum grades of 0.3 percent and 8.0 percent respectively, and collector and arterial streets shall have minimum and maximum grades of 0.4 percent and 5.0 percent respectively. However, such gradient standards may be modified in individual cases by the City.
  - (3) Curvature. The minimum horizontal centerline radii of curved local streets shall be 200 feet. Greater radii may be required for collector or principal streets having through traffic. A minimum tangent of seventy-five feet shall be introduced between reversed curves of streets of sixty-six feet of right of way. Greater tangent widths may be required based on the functional classification of the street.
  - (4) Multiple intersections. Multiple intersections involving the junction of more than two streets are prohibited. Curved streets intersecting with major thoroughfares and collector streets shall do so with a tangent section of centerline not less than

fifty feet in length, measured from the right-of-way line of the major or collector street.

- (5) Horizontal alignment. The centerline of the pavement shall coincide with the centerline of the right of way, except for irregular right-of-way widths or as otherwise allowed by the City.
- (c) Angle of Intersections. Streets shall intersect at ninety degrees or as closely thereto as feasible, but in no case at less than eighty degrees. However, such standard may be modified in individual cases by the City.
- (d) Site Distances. A subdivision street which intersects with a primary highway must make provision for adequate and safe site distances.
- (e) Centerline Offsets. Street jogs at intersections shall be avoided. Where such jogs are unavoidable, street centerlines shall be offset by a distance of 150 feet or more.
- (f) Crosswalks and Pedestrian Walkways. Right of ways for crosswalks and pedestrian walkways shall be required where necessary to obtain convenient pedestrian circulation, and shall extend through the blocks in question, unless otherwise allowed by the City. The City may require the proprietor to pave and fence the crosswalk area. (1976 Code Sec. 15.041)

#### **1246.02 EASEMENTS.**

Easements shall be provided along front lot lines and along-side and rear lot lines when necessary for utilities and/or drainage. The total width on any given lot shall not be less than ten feet along the front lot line. Rear easements shall be seven and one-half feet wide or a total of fifteen feet for adjoining lots. An easement of varying width, adjusted to the needs of the public, shall be provided as may be required along waterfronts. (1976 Code Sec. 15.042)

#### **1246.03 BLOCKS.**

A block shall be so designed as to provide two tiers of lots, except where lots back onto an arterial street, natural feature, railroad, subdivision boundary or barrier of a similar nature. Block length shall be not less than 500 feet nor greater than 1,320 feet, centerline to centerline. The width of a block shall normally be equal to the total depth of the two tiers of lots and shall not be less than 200 feet unless unusual conditions exist. Blocks intended for purposes other than residential shall be designed to provide adequate provisions for off-street parking and loading in accordance with the Zoning Code. (1976 Code Sec. 15.043)

#### **1246.04 LOTS.**

- (a) Lot size, width, depth and area shall not be less than the particular district requirements for building sites or lots in the zoning district as contained in the Zoning Code. Outlots are accepted from this subsection.
- (b) Side lot lines shall be essentially at right angles to the straight street and radial to curved streets.
- (c) The depth of a lot generally shall not exceed three times the width as measured at the building line.
- (d) Corner lots in residential plats shall have sufficient extra width to permit appropriate building setbacks for both front and side streets. Corner lots in residential plats, the rear yards of which lots abut rear yards, shall have a minimum width of seventy feet. All

corner lots in residential plats, the rear yards of which lots abut a side yard, shall have a minimum width of eighty feet.

- (e) If a proposed subdivision borders on or contains an existing or proposed major thoroughfare, shopping center, industrial property or other high intensity use, the City may require marginal access streets, reverse frontage or such other treatment as may be necessary to protect residential properties and to afford separation from and reduction of traffic hazards and nuisances. Such requirements may include landscaped easements and extra depths in lots.
  - (f) All lots shall front upon a dedicated public or private street or an approved place or way. All lots in a residential plat shall have frontage of not less than forty feet on at least one street or approved place or way, unless otherwise allowed by the City.
  - (g) Where parcels or lands are subdivided into unusually large lots or tracts, the parcels shall be divided, where feasible, so as to allow for resubdividing into smaller parcels in a logical fashion.
  - (h) Lots shall be so arranged as to not be cut by a City boundary line.
  - (i) Business or commercial lots shall have a width of not less than fifty feet. Lot areas shall be sufficient as to provide for off-street parking and loading in accordance with the Zoning Code.
  - (j) Lots fronting on arterial streets shall have a depth of not less than 125 feet.
- (1976 Code Sec. 15.044)

#### **1246.05 FLOOD PLAINS.**

Land subject to flooding or inundation by storm water shall be clearly shown on the final plat. Such land shall not be platted for residential purposes or for uses that may, in the judgment of the City, increase the danger to health, life or property or increase the flood hazard. Such land within a plat shall be set aside for other uses, such as parks or open spaces.

(1976 Code Sec. 15.045)

#### **1246.06 NATURAL FEATURES.**

The natural features and character of land must be preserved wherever possible. Due regard must be shown for all natural features, such as large trees, natural groves, watercourses and similar community assets, that will add attractiveness and value to the property if preserved. The preservation of drainage and natural stream channels must be considered by the proprietor and the dedication and provision of adequate barriers, where appropriate, shall be required.

(1976 Code Sec. 15.046)